

# OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312

Columbus, Ohio 43215

(614) 466-0880

CB 418

## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

**IMPORTANT:** Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

**APPLICANT NAME  
STREET**

City of Wyoming

800 Oak Avenue

Wyoming, Ohio 45215

**CITY/ZIP**

**PROJECT NAME**

Compton Road Rehabilitation

**PROJECT TYPE**

Roads and Bridges

**TOTAL COST**

\$969,840.00

**DISTRICT NUMBER  
COUNTY**

2

Hamilton

**PROJECT LOCATION ZIP CODE**

45215

91 JUL 31 P 3:15

OFFICE OF THE  
COUNTY ENGINEER

### DISTRICT FUNDING RECOMMENDATION To be completed by the District Committee ONLY

**RECOMMENDED AMOUNT OF FUNDING:** \$ 872,856.00

#### FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation

☒ Grant

☐ Loan

☐ Loan Assistance

☐ State Issue 2 Small Government Fund

☐ State Issue 2 Emergency Funds

☐ Local Transportation Improvement Fund

#### FOR OPWC USE ONLY

OPWC PROJECT NUMBER: \_\_\_\_\_

OPWC FUNDING AMOUNT: \$ \_\_\_\_\_

# 1.0 APPLICANT INFORMATION

1.1 CHIEF EXECUTIVE  
OFFICER  
TITLE  
STREET

Shari S. Haldeman

City Manager

800 Oak Avenue

CITY/ZIP  
PHONE  
FAX

Wyoming, Ohio 45215

( 513 ) 821- 7600

( 513 ) 821-8609

1.2 CHIEF FINANCIAL  
OFFICER  
TITLE  
STREET

Mary Ann Engel

Finance Officer

800 Oak Avenue

CITY/ZIP  
PHONE  
FAX

Wyoming, Ohio 45215

( 513 ) 821- 7600

( 513 ) 821-8609

1.3 PROJECT MGR  
TITLE  
STREET

John Wirtz

Public Works Director

800 Oak Avenue

CITY/ZIP  
PHONE  
FAX

Wyoming, Ohio 45215

( 513 ) 821- 7600

( 513 ) 821- 8609

1.4 PROJECT CONTACT  
TITLE  
STREET

John Wirtz

Public Works Director

800 Oak Avenue

CITY/ZIP  
PHONE  
FAX

Wyoming, Ohio 45215

( 513 ) 821- 7600

( 513 ) 821- 8609

1.5 DISTRICT LIAISON  
TITLE  
STREET

William Brayshaw, P.E., P.S.

Chief Deputy Engineer

Hamilton County Engineer's Office

223 West Galbraith Road

Cincinnati, OH 45215

CITY/ZIP  
PHONE  
FAX

( 513 ) 761- 7400

( 513 ) 761- 9127

## 2.0 PROJECT INFORMATION

**IMPORTANT:** If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Compton Road Rehabilitation

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**  
**A. SPECIFIC LOCATION:**

Compton Road between the west and southeast corporation limits of the City of Wyoming. See the attached "Location Map",

**B. PROJECT COMPONENTS:**

- 1-Existing cross section of the pavement will be reworked to provide a crown and cross slope to improve pavement drainage. (Minimum 1 1/2 asphalt overlay)
- 2-Curb and gutter will be installed for safety and drainage (from Poage Farm Rd. to the southeast corporation limits)
- 3-Catch basins and associated storm sewers will be installed for proper drainage
- 4-Driveway culverts will be eliminated (from Poage Farm Rd. to the southeast corp. limits)
- 5-Corrections to vehicular sight lines will be assessed.

**C. PHYSICAL DIMENSIONS/CHARACTERISTICS:**

Pavement width is 22 feet; right-of-way width is 60 feet; existing curb type-asphalt (various locations); surface type-asphalt; base type-asphalt; shoulder type-grass, width 2 feet; year last resurfaced 1975, with a 1982 chip and seal. Total roadway rehabilitation 7,700 lineal feet.

**D. DESIGN SERVICE CAPACITY:**

**IMPORTANT:** Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

Daily users of this portion of Compton Road total 9,500 vehicles (11,400 passengers at 1.2 per vehicle) which far exceeds the current design service level. In addition the intermittent curbing along the roadway and the lack of storm sewer drainage result in flooding and erosion of adjacent properties as well as the continual deterioration of the roadway pavement. Drainage across the roadway, especially during the winter and spring months, causes very dangerous driving conditions because of the uneven asphalt surface (hydroplaning accidents, etc.). There are also several dangerous curves with inadequate sight lines that will be addressed. All of the proposed improvements are necessary to repair and replace the current "facility" to present day design service levels. See the attached detailed preliminary cost estimate which takes into consideration the minimum performance standards of the City of Wyoming.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

### 3.0 PROJECT FINANCIAL INFORMATION

#### 3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ _____
	2. Final Design	\$ _____
	3. Construction Supervision	\$ _____
b)	Acquisition Expenses	
	1. Land	\$ _____
	2. Right-of-Way	\$ _____
c)	Construction Costs	\$ 898,000.00
d)	Equipment Costs	\$ _____
e)	Other Direct Expenses	\$ _____
f)	Contingencies	\$ 71,840.00
g)	<b>TOTAL ESTIMATED COSTS</b>	<b>\$ 969,840.00</b>

#### 3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

	Dollars	%
a) Local In-Kind Contributions *	\$ _____	_____
b) Local Public Revenues	\$ _____	_____
c) Local Private Revenues	\$ _____	_____
d) Other Public Revenues		
	\$ _____	_____
1. ODOT	\$ _____	_____
2. FMHA	\$ _____	_____
3. OEPA	\$ _____	_____
4. OWDA	\$ _____	_____
5. CDBG	\$ _____	_____
6. Other Municipal Road Fund	\$ 96,984.00	10
e) OPWC Funds		
1. Grant	\$ 872,856.00	90
2. Loan	\$ _____	_____
3. Loan Assistance	\$ _____	_____
f) <b>TOTAL FINANCIAL RESOURCES</b>	<b>\$ 969,840.00</b>	<b>100</b>

\* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

#### 3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

### 3.4 PREPAID ITEMS

#### Definitions:

<b>Cost -</b>	Total Cost of the Prepaid Item.
<b>Cost Item -</b>	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
<b>Prepaid -</b>	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
<b>Resource Category -</b>	Source of funds (see section 3.2).
<b>Verification -</b>	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

**IMPORTANT:** Verification of all prepaid items shall be attached to this project application.

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	\$ _____
2)	_____	_____	\$ _____
3)	_____	_____	\$ _____
TOTAL OF PREPAID ITEMS			\$ <u>None</u>

### 3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

<b>TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT</b>	\$ <u>969,840</u>	<u>100</u> %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	\$ <u>872,856</u>	<u>90</u>
<b>TOTAL PORTION OF PROJECT NEW/EXPANSION</b>	\$ _____	_____ %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	\$ _____	_____

### 4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	<u>10</u> / <u>1</u> / <u>90</u>	<u>1</u> / <u>11</u> / <u>91</u>
4.2 BID PROCESS *	<u>2</u> / <u>1</u> / <u>92</u>	<u>3</u> / <u>1</u> / <u>92</u>
4.3 CONSTRUCTION *	<u>4</u> / <u>1</u> / <u>92</u>	<u>11</u> / <u>1</u> / <u>92</u>

\* NOTE: Bid Process and Construction is entirely dependent upon the Issue 2 Funding timetable and can be adjusted accordingly.

## 5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

**IMPORTANT:** Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

**IMPORTANT:** In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Shari S. Haldeman

City Manager

Certifying Representative (Type Name and Title)

Shari S. Haldeman July 30, 1991

Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

<u>X</u>		A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a <u>two-year Maintenance of Local Effort Report</u> as required in 164-1-12 of the Ohio Administrative Code.
<u>X</u>		A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> .
<u>X</u>		A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> .
<u>**</u>		A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.
<u>X</u>	YES N/A	A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).
<u>X</u>	YES N/A	Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

## 6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

Donald C. Schramm, Chairperson District 2 Integrating Committee  
Certifying Representative (Type Name and Title)

Donald C. Schramm 11/20/91  
Signature/Date Signed

**H.W. "WOODY" CAUBLE, P.E.**  
**Consulting Engineer**

**COMPTON ROAD REHABILITATION**

**ENGINEER'S CERTIFIED COST ESTIMATE  
AND  
ESTIMATED USEFUL LIFE**

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT PRICE	ESTIMATED TOTAL
=====				
201	CLEARING & GRUBBING	LUMP SUM	JOB	\$8,000.00
202	PIPE REMOVED	LUMP SUM	JOB	\$5,000.00
203	EXCAVATION	6500 C.Y.	\$8.00	\$52,000.00
203	EMBANKMENT	2500 C.Y.	\$8.00	\$20,000.00
203	SUBGRADE COMPACTION	5000 S.Y.	\$0.50	\$2,500.00
301	BITUMINOUS AGGREGATE BASE	850 C.Y.	\$75.00	\$63,750.00
402	ASPHALT CONCRETE	950 C.Y.	\$75.00	\$71,250.00
404	ASPHALT CONCRETE	1000 C.Y.	\$75.00	\$75,000.00
609	CURB & GUTTER	12,000 L.F.	\$15.00	\$180,000.00
603	STORM SEWER CONDUIT	5200 L.F.	\$50.00	\$260,000.00
604	CATCH BASIN	70 EA.	\$1000.00	\$70,000.00
604	MANHOLE	40 EA.	\$1500.00	\$60,000.00
659	SEEDING & MULCHING	13,000 S.Y.	\$1.00	\$13,000.00



# COMPTON ROAD COST ESTIMATE

PAGE 2

614	MAINTAINING TRAFFIC	LUMP SUM	JOB	\$10,000.00
614	PAVEMENT MARKING	LUMP SUM	JOB	\$7,500.00

SUBTOTAL CONSTRUCTION COSTS				\$898,000.00
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CONTINGENCIES @ 8.00 %				\$71,840.00
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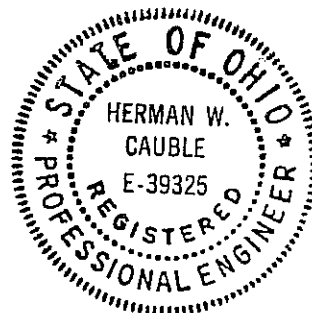
TOTAL ESTIMATED CONSTRUCTION COSTS				\$969,840.00
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ESTIMATED LIFE OF PROPOSED IMPROVEMENT: TWENTY (20) YEARS

COST AND TIME ESTIMATE MADE BY:



H.W. WOODY CAUBLE, P.E.  
OHIO REGISTRATION #39325



**ATTACHMENT**

**3.3 Availability of Local Funds**

	<u><b>Source</b></u>	<u><b>Amount</b></u>	<u><b>Status</b></u>
1)	Municipal Road Fund	96,984.00	Application filed with Hamilton County on 8/1/91. Decision pending. Copy of Application attached.
2)	OPWC Funds	872,856.00	Application submitted to District #2 Integrating Committee on 8/1/91.
	<b>TOTAL</b>	<b>\$ 969,840.00</b>	



CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215  
(513) 821-7600  
FAX (513) 821-8609

July 31, 1991

Mr. Donald C. Schramm, P.E. - P.S.  
County Engineer  
County of Hamilton  
700 County Administration Building  
138 East Court Street  
Cincinnati, Ohio 45202

RE: 1992 Issue 2 Allocations  
District #2 Integrating Committee  
Compton Road Rehabilitation Project

Dear Mr. Schramm:

On behalf of the City of Wyoming, please be advised that City revenues have been scheduled in 1992 for use in conjunction with Ohio Public Works Commission Issue 2 Funds and Hamilton County Municipal Road Funds to undertake the Compton Road Rehabilitation Project.

Should you require further information, please do not hesitate to contact me.

Sincerely,

Shari S. Haldeman  
City Manager

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: Use one form for each project.  
Assign priority to projects.  
The application cost estimate shall be prepared:  
By the Municipality's Engineer, or a registered Engineer of the  
Municipality's choosing.  
Submit before August 1.

- (1) Municipality City of Wyoming
- (2) Road Name Compton Road
- (3) Project Limits Compton Road between the West and East Corporation limits - 7,700 feet.
- (4) Project Priority 1st - Top Priority
- (5) Present Roadway Data:
- |                  |                |                          |                                 |                 |                |
|------------------|----------------|--------------------------|---------------------------------|-----------------|----------------|
| (a) Pav't. Width | <u>22 Ft.</u>  | (b) R/W Width            | <u>60 Ft.</u>                   | (c) Curb Type   | <u>Asphalt</u> |
| (d) Type Surface | <u>Asphalt</u> | (e) Type Base            | <u>Asphalt</u>                  | (f) Sh'dr. Type | <u>Grass</u>   |
| (g) Shldr. Width | <u>0'2 Ft.</u> | (h) Year Last Resurfaced | <u>1975, chip and seal 1982</u> |                 |                |
- (6) Present condition of project area: List deficiencies and reasons for improvement.  
The lack of a storm sewer system results in flooding and erosion of adjacent properties and deterioration of roadway pavement. Drainage across the roadway during winter months causes very dangerous conditions. There are also several dangerous curves with inadequate sight lines.
- (7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars.  
This project will address several deficiencies on Compton Road; curbing and gutters will be added, catch basins and associated storm sewer systems will be constructed and improve driveway culverts will be eliminated. The existing asphalt surface course will be reworked to provide a standard crown and improved drainage.
- (8) Traffic Data: (a) Present Volume 9,500 (b) Date of Count 3/1/89
- (9) Cost Estimate:  
When engineering plans are necessary list the following costs:
- |   |    |                |
|---|----|----------------|
| (a) Preparation of preliminary plans & estimate, etc.   | \$ | <u>6,000</u>   |
| (b) Preparation of final plans & estimate, etc.         | \$ | <u>84,000</u>  |
| Construction Cost Estimate                              | \$ | <u>969,840</u> |
| Other Costs (specify)                                   | \$ |                |
| Total Project Cost for which application to MRF is made | \$ | <u>96,984</u>  |
- (10) Estimated date construction can be started after approval 4/1/92
- (11) Estimated date construction can be started if not funded 100% from Municipal Road Fund Depends on Issue 2 Funds.
- (12) Cost Estimate Prepared By: H.W. Woody Cauble, P.E. Date: 8/1/91
- (13) Application Prepared By: City of Wyoming Date: 8/1/91

[illegible]

-14-



CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215

(513) 821-7600

FAX (513) 821-8609

November 19, 1991

Joseph Cottril  
County Administration Building  
138 E. Court Street  
6th Floor  
Cincinnati, Ohio 45202

Dear Mr. Cottril:

Enclosed please find a copy of the legislation authorizing and designating the City Manager as the agent to execute Issue 2 contracts and agreements.

Since the Wyoming City Council meets on the third Monday of each month this resolution cannot be adopted until December 16, 1991.

You will receive the adopted legislation on December 17, 1991.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

*Shari S. Haldeman*  
Shari S. Haldeman  
City Manager

Enclosure

RESOLUTION AUTHORIZING AND DESIGNATING  
THE CITY MANAGER AS AUTHORIZED AGENT TO EXECUTE  
CONTRACTS AND AGREEMENTS FOR ISSUE 2

WHEREAS, the State of Ohio has informed the City of Wyoming that it is necessary to designate an individual to execute contracts and agreements for Issue 2 as it relates to the issuance of bonds for the improvement of the Infrastructure.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WYOMING, OHIO:

Section 1. The City Manager, be and she is hereby authorized to and is designated as the authorized agent to execute contracts and agreements as to all matters relating to the receipt or utilization of Issue 2 Bond Funding for the improvement of the Infrastructure within the City of Wyoming.

PASSED IN THE COUNCIL CHAMBERS OF THE CITY OF WYOMING, OHIO  
THIS 16th day of December, 1991.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
Clerk of Council

APPROVED AS TO FORM:

\_\_\_\_\_  
City Solicitor

## ADDITIONAL SUPPORT INFORMATION

For 1992, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, should be provided to substantiate the stated percentage.

Typical examples are:

Road percentage=  $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

Storm percentage=  $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

Bridge percentage=  $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

Total miles of road within jurisdiction is approximately 40 miles

Approximately 8 miles or 20% could be classified in poor condition

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Poor	<u>  X  </u>
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Existing roadway is very dangerous due to poor horizontal and vertical alignment; poor drainage contributes to safety and adjacent land use problems. This street is used by outside "thru" traffic on a daily basis, as a substitute for Winton Road and Vine Street. This street functions as a collector street, but carries approximately 9,500 vehicles daily.



3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule.

As soon as 3-1-92

Please indicate the current status of the project development by circling the appropriate answers below. PROVIDE ACCURATE ESTIMATE.

- |  |            |    |            |
|--|------------|----|------------|
| a) Has the Consultant been selected?.....            | <u>Yes</u> | No | N/A        |
| b) Preliminary development or engineering completed? | <u>Yes</u> | No | N/A        |
| c) Detailed construction plans completed?.....       | <u>Yes</u> | No | N/A        |
| d) All right-of-way acquired?.....                   | Yes        | No | <u>N/A</u> |
| e) Utility coordination completed?.....              | <u>Yes</u> | No | N/A        |

Give estimate of time, in weeks or months, to complete any item above not yet completed.

Detailed construction/ <sup>plans</sup> were completed in early 1991; no right-of-way acquisition is anticipated; utility coordination was performed during preparation of construction plans and will resume prior to construction being started.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

With the installation of curb and gutter and a closed drainage system; drainage conditions will be improved, eliminating hydroplaning, on the pavement surface and flooding of adjacent properties. Geometric alignment, including crown and super elevation problems will also be improved.

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM OF 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

MRF = \$96,894 Application filed 8/1/91 with Hamilton County.

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

Matching funds represent 10% of the construction costs.

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.**

COMPLETE BAN \_\_\_\_\_

PARTIAL BAN \_\_\_\_\_

NO BAN   x  

Will the ban be removed after the project is completed? YES\_\_\_\_ NO\_\_\_\_

Document with specific information explaining what type of ban currently exists and what agency that imposed the ban.

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7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

ADT = 9,500 (4/91)       $9,500 \times 1.2 = 11,900$  user/day

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For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

Compton Road is an east-west arterial (and shown as a county highway) serving the communities of Wyoming, Mt. Healthy, Springfield Township and Colerain Township, between Colerain Avenue (U.S. 27) and Springfield Pike (SR 4)

ORDINANCE NO. 007 - 1991

ORDINANCE ESTABLISHING COMPTON ROAD CAPITAL PROJECT  
FUND FOR ISSUE 2 FUNDS, AND DECLARING  
AND EMERGENCY

WHEREAS, all local governments participating in Issue 2 Funds (single or multi project grant) must, for each project awarded, establish a Capital Projects Fund to account for both the Issue 2 monies and local matching funds; and

WHEREAS, it is not necessary to obtain authorization from the Auditor of State to establish the Fund pursuant to the authority under Ohio Revised Code Section 5705.09; and

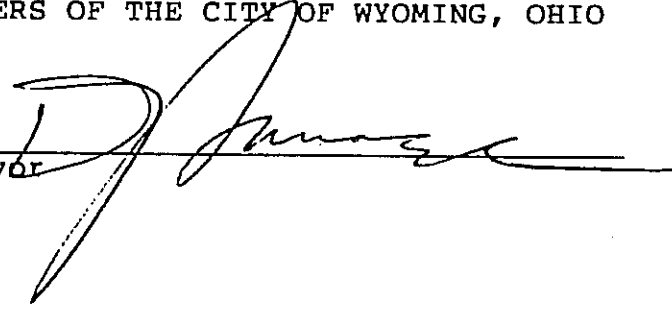
WHEREAS, the purpose of the Fund is to account for the related revenues and expenditures to the extent that the local government has received benefit from the project.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF WYOMING, OHIO:

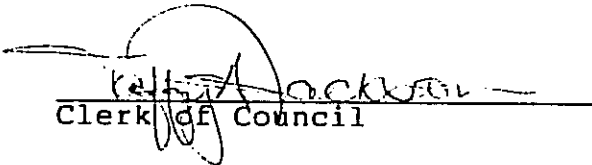
Section 1. The City of Wyoming hereby establishes a Fund to be known as the Compton Road Capital Project Fund..

Section 2. This Ordinance is hereby determined to be an emergency measure in that it is necessary for the preservation of the public peace, prosperity, health, safety and welfare, and is essential to ensure the orderly financial operations of the City of Wyoming and shall take effect immediately upon its passage by the affirmative vote of five of seven members elected to Council in accordance with the Charter of the City of Wyoming, Ohio.

PASSED IN THE COUNCIL CHAMBERS OF THE CITY OF WYOMING, OHIO  
this 20th day of May, 1991.

Mayor 

ATTEST:

  
Clerk of Council

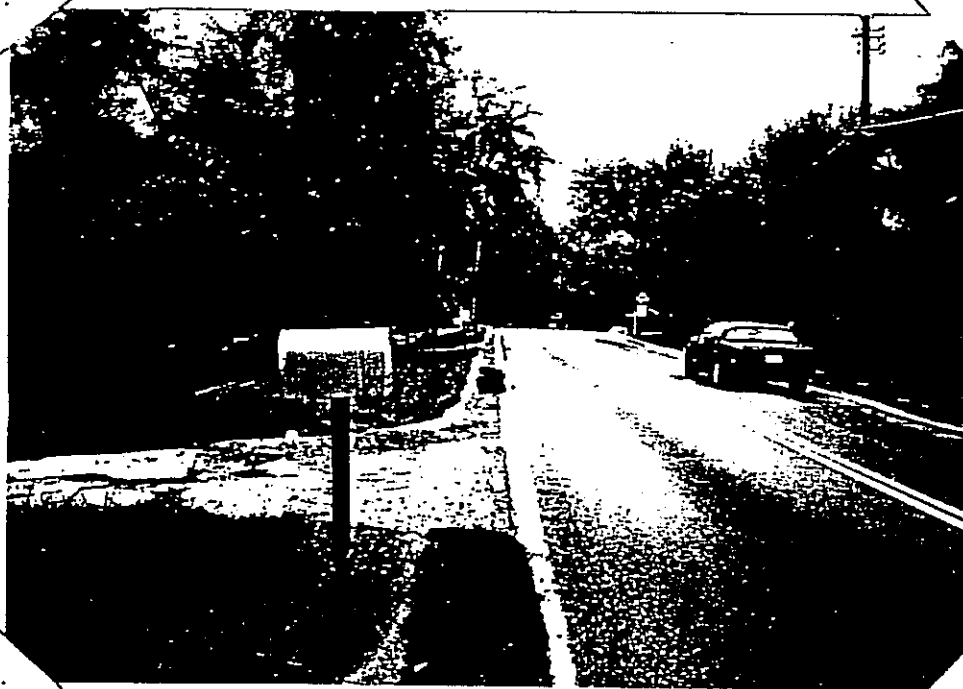
APPROVED AS TO FORM:

  
City Solicitor

SHARI S. HALDEMAN, City Manager,  
City of Wyoming, Ohio is hereby  
authorized, by the direction of  
Wyoming City Council, to execute  
any and all documents pertaining  
to the City of Wyoming's application  
for Issue 2 Funds.



COMPTON ROAD

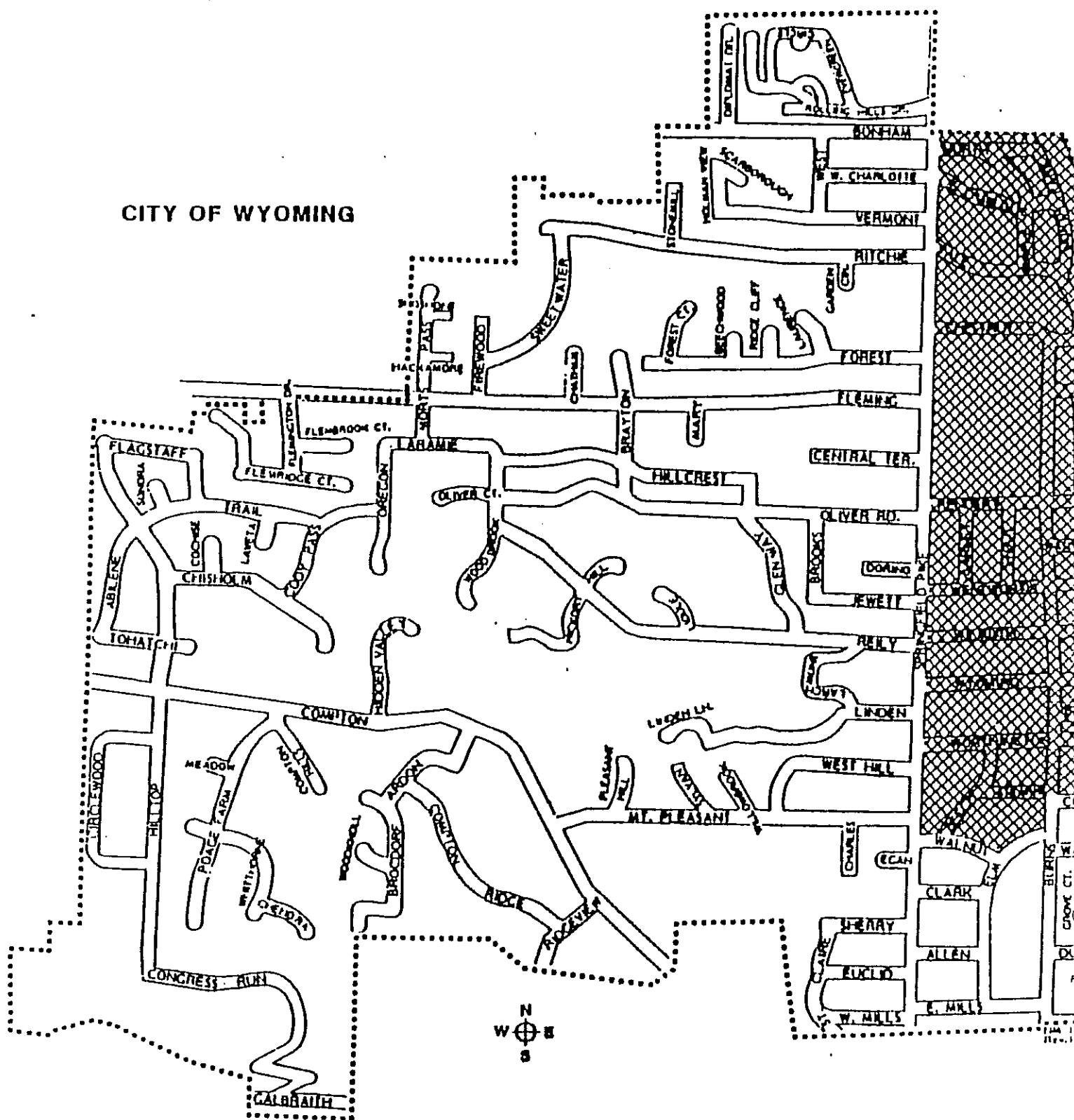


COMPTON ROAD



COMPTON ROAD

**CITY OF WYOMING**



OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2)  
LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)  
DISTRICT 2 - HAMILTON COUNTY  
1992 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: City of Wyoming

PROJECT IDENTIFICATION:

Compton Road Rehabilitation.

PROPOSED FUNDING:

ELIGIBLE CATEGORY:

Betterment?

POINTS

- 10 1) Type of project
- 10 Points - Bridge, road, stormwater  
5 Points - All other projects
- 10 2) If Issue 2/LTIP funds are granted, how soon after the Project Agreement is completed would a construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)
- 10 Points - Will definitely be awarded in 1992  
5 Points - Some doubt whether it can be awarded in 1992  
0 Points - No way it can be awarded in 1992
- 10 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.
- 15 Points - Poor condition  
10 Points - Fair to Poor condition  
5 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.



3.0

- 4) If the project is built, what will be its effect on the facility's serviceability?
- 5 Points - Significantly effects serviceability (add lanes)
  - 4 Points -
  - 3 Points - Moderately effects serviceability (widen lanes)
  - 2 Points -
  - 1 Point - Have little or no effect on serviceability

1.0

- 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?
- 3 Points - 50% and over
  - 2 Points - 30% to 49.9%
  - 1 Point - 10% to 29.9%
  - 0 Points - Less than 10%

6

- 6) How important is the project to the health, welfare, and safety of the public and the citizens of the District and/or the service area?
- 10 Points - Significant importance
  - 8 Points -
  - 6 Points - Moderate importance
  - 4 Points -
  - 2 Points - Minimal importance

4

- 7) What is the overall economic health of the jurisdiction?
- 10 Points - Poor
  - 8 Points -
  - 6 Points - Fair
  - 4 Points -
  - 2 Points - Excellent

1

- 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, Federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 10 points.
- 5 Points - More than 50%
  - 4 Points - 40% to 49.9%
  - 3 Points - 30% to 39.9%
  - 2 Points - 20% to 29.9%
  - 1 Point - 10% to 19.9%

**MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS**

0

- 9) Has any formal action by a Federal, State, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures and moratoriums on building permits in a particular area due to local flooding downstream. Points can be awarded ONLY if construction of the project being rated will cause the ban to be removed.

10 Points - Complete ban  
5 Points - Partial ban  
0 Points - No ban

6

- 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria includes traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over  
8 Points - 7,500 to 9,999  
6 Points - 5,000 to 7,499  
4 Points - 2,500 to 4,999  
2 Points - 2,499 and Under

3

- 11) Does the infrastructure have regional impact? Consider originations & destinations of traffic, size of service area, number of jurisdictions served, functional classification, etc.

5 Points - Major impact  
4 Points -  
3 Points - Moderate impact  
2 Points -  
1 Point - Minimal or no impact

TOTAL AVAILABLE POINTS:

PROJECTS FUNDED BY GRANTS = 93 POINTS

PROJECTS FUNDED BY LOANS OR CREDIT ENHANCEMENTS = 98 POINTS